

INTRODUCTION

The Illinois Department of Transportation's FY 2004-2008 Proposed Highway Improvement Program totals \$7.413 billion and includes an FY 2004 annual program of \$1.713 billion. Funding for this five-year program includes \$3,656 million in federal funds, \$3,458 million in state funds and \$299 million in local funds. The FY 2004-2008 Proposed Highway Improvement Program will support nearly 178,000 jobs in the construction industry during the next five years.

This five-year program is lower than in recent years, reflecting the depletion of Illinois FIRST bonds and the financial condition of the State of Illinois. While this level is adequate to fund all projects included in previous programs, it will result in the deferral of several ready-to-go projects from FY 2004 into the multi-year portion of the program. Additionally, the ability to undertake new projects is severely restricted. As a result, the backlog of roadway miles in deteriorated condition will increase significantly in the latter years of the program. At the end of FY 2008, it is projected that the backlog will exceed 3,100 miles, more than double the current level. In 2003 Congress will be considering a new multi-year federal transportation bill. If federal funding is increased, system condition would improve.

The FY 2004-2008 Proposed Highway Improvement Program continues emphasis on repair and preservation of the existing system. This program will:

- Provide funding to improve over 2,300 miles of highways and replace or rehabilitate over 570 bridges.
- Target key projects in northeastern Illinois to address congestion such as funding for reconstruction of Interstate 90/94 (Dan Ryan Expressway) from 31st Street to Interstate 57 and Interstate 80 from Interstate 94 to the Indiana State line.
- Provide for re-investment in downstate Illinois for interstate highways such as Interstate 74 in Peoria, Interstate 270 near Glen Carbon, and Interstate 64 near O'Fallon.
- Provide \$325 million for local benefits programs to help cities, counties and townships improve local roads and support economic development.
- Provide funding for railroad crossing safety improvements throughout the state including funding for grade separation projects such as Illinois 41 over the BNSF Railroad south of Galesburg, Pontoon Road over the NS Railroad in Granite City and Illinois 157/Camp Jackson Road over the UP Railroad in Cahokia.
- Enhance highway safety as part of the department's regular highway improvement program and by targeting specific high accident locations.

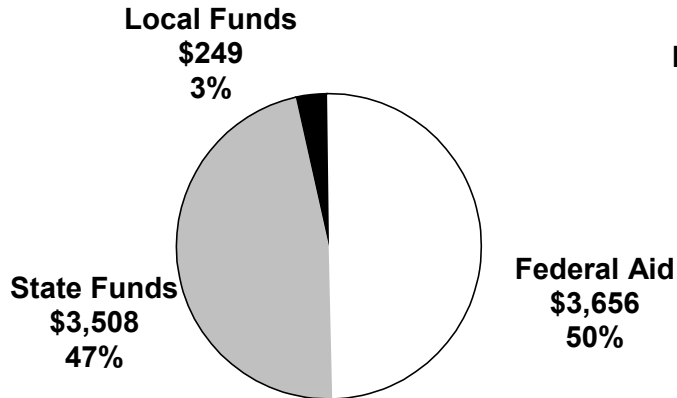
The following \$7.413 billion program outline for FY 2004-2008 should be considered a draft document. The department will publish the final annual program for FY 2004 later this summer. Priorities and projects may change prior to publication of the final annual program.

FY 2004-2008 Program Funding

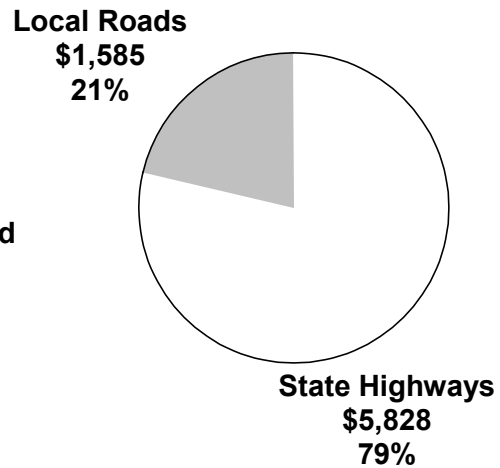
The \$7.413 billion capital program for FY 2004-2008 includes \$5,828 million for improvements to the state highway system with \$1,585 million available for the local highway system. This funding for local system projects is over and above regular state motor fuel tax allotments made directly to local governments. The following chart and table summarize program funding for FY 2004-2008.

**FY 2004-2008 Program
\$7.413 Billion Program
Millions \$**

Funding



Distribution



<u>Fund Source</u>	<u>FY 2004</u>	<u>Total FY 2004-2008</u>	<u>Average Annual FY 2004-2008</u>
Federal Aid	853	3,656	731
State Funds	798	3,508	702
Local Funds	<u>62</u>	<u>249</u>	<u>50</u>
Total	1,713	7,413	1,483

<u>Program Distribution</u>	<u>FY 2004</u>	<u>Total FY 2004-2008</u>	<u>Average Annual FY 2004-2008</u>
State Highways	1,305	5,828	1,166
Local Roads and Streets	<u>408</u>	<u>1,585</u>	<u>317</u>
Total	1,713	7,413	1,483

Federal Funding

The \$3,656 million in federal funds is based on apportionments and allocations included in the federal Transportation Equity Act for the 21st Century (TEA-21) of 1998. TEA-21 essentially continues programs from the Intermodal Surface Transportation Efficiency Act of 1991 (ISTEA). Federal funds available during the five-year program are estimated since they are subject to annual congressional budget approval. In addition, TEA-21 is scheduled to expire in 2003. For planning purposes, each fiscal year component of this multi-year program assumes a continuation of TEA-21 formula funding at current levels. Obligation authority at 87 percent of federal authorizations is assumed for program development.

Funding for State Projects

State funds for highway projects are generated from motor fuel taxes, motor vehicle registration fees and Illinois FIRST bond funds. These bond funds are depleted after FY 2004. The \$3,508 million in state funds are utilized for a variety of purposes in program development. The \$5,828 million state highway system program continues emphasis on repair and preservation of the existing system. The proposed five-year program will improve over 2,300 miles of highways and replace or rehabilitate over 570 bridges.

FY 2004-2008 PROGRAM ACCOMPLISHMENTS STATE HIGHWAY SYSTEM

	<u>FY 2004-2008</u>
Interstate Rehabilitation	
Roadway (miles)	214
Bridges (number)	168
Other State Highways	
Resurface/Widen (miles)	2,097
Bridges Improved (number)	405
Traffic/Safety (sites)	536
Major Construction (miles)	118
Principal Arterials	
Roadway (miles)	70

The FY 2004-2008 program can be summarized by three major activities:

- **System preservation:** \$2.306 billion is scheduled for resurfacing/widening projects and bridge improvements. This includes \$514 million for interstate resurfacing and bridge projects.
- **System modernization:** \$1.954 billion is scheduled to upgrade existing facilities with safety and traffic flow improvements. The rehabilitation of the Dan Ryan Expressway and the Interstate 74 reconstruction project through Peoria are included in this category.
- **Congestion mitigation:** \$1.568 billion is scheduled to address traffic congestion and construct new principal arterial routes. This includes \$392 million (6.7 percent) for new roads.

Major Project Highlights

The following major projects are tentatively scheduled during FY 2004-2008.

Northeastern Illinois

- **Interstate 55 at Arsenal Road.** Interchange reconstruction, bridge replacement, land acquisition, lighting and engineering are programmed during FY 2005-2008 at a cost of \$27.7 million. This work is being done in conjunction with the development of the Joliet Arsenal facility, which when completed, will be the largest inter-modal facility in the nation.

- **Interstate 80 from Interstate 94 (Bishop Ford Expressway) to Indiana State line.** Construction of additional lanes for 3 miles, reconstruction, bridge replacement, interchange reconstruction and engineering are programmed during FY 2004-2008 at a cost of \$367.1 million. Of this total, \$110.5 million is included in FY 2004 for engineering for contract plans, land acquisition, bridge replacement or fabrication at 6 locations, pavement widening, shoulder reconstruction, lighting, grading and paving at Illinois 394 and construction engineering.
- **Interstate 94/90 (Dan Ryan Expressway) from 31st Street to south of the Interstate 57 Interchange.** Reconstruction of 8.5 miles of the existing local and express lanes and engineering are programmed during FY 2004-2008 at a cost of \$505.2 million. Of this total, \$165.2 million is programmed in FY 2004 for engineering for contract plans, reconstruction, bridge replacement at three locations, auxiliary lanes, additional ramps, retaining walls and lighting.
- **US 6 (159th Street) from Interstate 294 in Markham to Illinois 1 (Halsted Street).** Reconstruction for 2.3 miles, bridge replacement, new bridge, intersection improvement, land acquisition, construction engineering, demolition, utility adjustment and lighting are programmed during FY 2004-2008 at a cost of \$53.5 million. Of this total, \$450,000 is included in the FY 2004 program for land acquisition and demolition. TEA-21 provided \$1.3 million in High Priority Project funds for this project.
- **Illinois 22 (Lake Zurich Road) from west of US 12 (Rand Road) to Quentin Road.** Additional lanes for 1.3 miles, new construction for 1.6 miles, railroad grade separation, railroad crossing construction, retaining wall, installation of signals, and land acquisition are programmed during FY 2004-2008 at a cost of \$32.4 million. Of this total, \$1.3 million is included in FY 2004 for land acquisition.
- **Illinois 22 (Lake Zurich Road) from Quentin Road to west of Illinois 83 (Mundelein Road).** Additional lanes for 3.5 miles, land acquisition, engineering for right-of-way and contract plans are programmed during FY 2005-2008 at a cost of \$33.8 million.
- **Illinois 22 (Half Day Road) from east of Illinois 83 (Mundelein Road) to west of US 45/Illinois 21 (Milwaukee Avenue).** Additional lanes for 3 miles, bridge replacement, railroad crossing improvement, intersection reconstruction, land acquisition and modernization of traffic signals is programmed during FY 2004-2008 at a cost of \$30 million. Of this total, \$675,000 is included in FY 2004 for land acquisition.
- **Illinois 22 (Half Day Road) from east of Interstate 94 (Tri-State Tollway) to west of US 41 (Skokie Highway).** Additional lanes for 2.9 miles, and land acquisition are programmed during FY 2004-2008 at a cost of \$16.5 million.
- **Illinois 59/US 30 (Division Street/Brook Forest Avenue) from Illinois 126 (Lockport Road) to US 52 (Jefferson Street).** Additional lanes for 6.3 miles, land acquisition, utility adjustment and engineering for right-of-way and contract plans are programmed during FY 2004-2008 at a cost of \$60.2 million. Of this total, \$4.1 million is included in FY 2004 for land acquisition and engineering for right-of-way and contract plans.
- **Algonquin Bypass from the north junction of Illinois 31 to the south junction of Illinois 31.** IDOT participation for engineering for contract plans and new construction are programmed during FY 2004-2008 at a cost of \$36 million. Of this total, \$2 million is included in FY 2004 for land acquisition.

- **Palatine Road from east of US 12 (Rand Road) to US 45/Illinois 21 (Milwaukee Avenue).** Reconstruction for 4.4 miles, new bridge, bridge replacement, median barrier, culvert repair, land acquisition, drainage, signal timing, lighting, construction engineering and pump station are programmed during FY 2004-2008 at a cost of \$72 million. Of this total, \$1.2 million is included in FY 2004 for land acquisition.

Downstate Illinois

- **Interstate 64/55/70 Interchange (Tri-Level) in East St. Louis.** Reconstruction of the interchange at the three interstate routes is necessary to improve traffic operational conditions and provide access to the local street system. Construction and associated work are programmed during FY 2004-2008 at a cost of \$82.9 million. Of this total, pre-construction work is programmed in FY 2004 at a cost of \$4.1 million.

In conjunction with the tri-level interchange, a 0.9 mile connector road from the Tri-Level to relocated Illinois 3 is programmed during FY 2004-2008 at a cost of \$41 million. Of this total, completion of engineering for contract plans is programmed in FY 2004 at a cost of \$2.3 million.

- **Interstate 64 from Illinois 157 to Lincoln Trail at O'Fallon in St. Clair County.** Completion of engineering for contract plans and construction of the additional lanes to continue the six-lane section 6.4 miles to O'Fallon are programmed in FY 2004 at a cost of \$37.4 million.
- **Interstate 74 from Sterling Avenue in Peoria to Washington Street in East Peoria.** Interstate 74 through Peoria was constructed in the late 1950s to early 1960s and does not meet current Interstate standards. Reconstruction and modernization of 8.3 miles are estimated to cost \$461 million, the largest downstate interstate modernization project ever undertaken by Illinois. Engineering and other preliminary work have been completed or are under way at a cost of nearly \$189 million. Projects to finish the reconstruction and modernization are programmed during FY 2004-2008 at a cost of \$272.1 million. Of this total, preliminary work and reconstruction are programmed in FY 2004 at a cost of \$42 million, including \$22.4 million for 1.5 miles of reconstruction, interchange reconstruction, bridge work and construction engineering from west of Sterling Avenue to Gale Avenue in Peoria.
- **US 20 from Galena to Freeport.** Preliminary engineering is under way to prepare a location and design report and an environmental impact statement for improving the existing 50 miles to four lanes. A draft Environmental Impact Statement has been prepared and public hearings are anticipated later in 2003. Design approval will follow the public hearings. The ISTEA in 1991 provided \$2 million in federal demonstration funds for this study. In addition, the FY 1992 federal appropriation bill provided \$2.1 million in other demonstration funds.

- **US 20 from Illinois 84 (NW) to southeast of Galena (Galena Bypass).** Engineering for location studies is under way within the Galena to Freeport corridor. Engineering for contract plans and land acquisition for the 6.5-mile bypass are programmed during FY 2004-2008 at a cost of \$6.5 million. Of this total, engineering for contract plans is programmed in FY 2004 at a cost of \$5 million. Additional engineering and construction are not currently funded.

- **US 20 - Freeport Bypass.** Land acquisition, an interchange at Illinois 75 and additional lanes for 6.1 miles from east of Illinois 26 to west of Springfield Road east of Freeport are programmed during FY 2004-2008 at a cost of \$24.2 million. Of this

total, grading for the additional lanes, new bridge, interchange reconstruction, utility work and land acquisition are programmed in FY 2004 at a cost of \$15.6 million.

- **US 51 – Decatur to Pana.** Since 1990, the department has invested \$43.9 million on upgrading US 51 to four lanes south of Decatur, including the completed construction for 9.2 miles from north of Elwin to north of the Macon/Shelby County line. Construction is under way for another 5.5 miles at a cost of \$16.2 million, from north of the Macon/Shelby County line to 0.9 mile south of Moweaqua. Engineering for contract plans is also under way for US 51 from 0.9 mile south of Moweaqua to 2.9 miles north of Illinois 16 at a cost of \$1.2 million. Also, \$1.5 million is included in the FY 2003 Proposed Improvements for Illinois Highways for land acquisition of properties from willing sellers deemed to be hardship cases for the section from south of Moweaqua to the Shelby County line south of Pana. Land acquisition, archaeological surveys and utility adjustments are programmed during FY 2004-2008 at a cost of \$930,000. The remaining work to complete the 12.1-mile section from 0.9 mile south of Moweaqua to 2.9 miles north of IL 16 north of Pana is currently unfunded.
- **US 67 Corridor.** The US 67 corridor extends nearly 226 miles from Alton north to Rock Island. The two and four lane corridor improvement costs awarded total more than \$605 million and \$192 million in projects are programmed during FY 2004-2008. The estimated unfunded cost to complete the four-lane sections in the US 67 corridor from Macomb southward to the Alton Bypass exceeds \$1 billion.
 - **US 67 from west of the Jacksonville Bypass to east of the Concord/Arenzville Road.** Construction projects and associated work totaling \$15 million are programmed in FY 2004 to complete 3.1 miles of this new four-lane highway. TEA-21 provided \$10 million in High Priority Project funds for the project.
 - **US 67 from south of the Greene County line to Interstate 72 (Central Illinois Expressway).** Development of a four-lane highway for 14.7 miles in this corridor is under way. Construction for the 9.2-mile segment from Interstate 72 to 2 miles north of Manchester has begun. Construction and associated work for the remaining 5.5 miles from 2 miles north of Manchester to 1 mile south of the Greene County line are programmed in FY 2004 at a cost of \$24.1 million to complete the route.
 - **US 67 from Godfrey to Jerseyville in Madison and Jersey Counties.** Construction of 11.2 miles of new four-lane pavement is programmed during FY 2004-2008 at a cost of \$77.9 million. Of this total, continuation of engineering for contract plans, bridge construction and construction engineering are programmed in FY 2004 at a cost of \$1.8 million. TEA-21 provided \$11.9 million in High Priority Project funds for the first segment.
 - **Alton Bypass from Illinois 143 to US 67 in Godfrey.** Construction of the four-lane Alton Bypass from Interstate 270 to US 67 in Godfrey is in progress. The segment from Interstate 270 to Illinois 143 is open to traffic. Construction on various bridges and side streets from Illinois 143 to Fosterburg Road is under way. Additional contracts for the 7.2-mile segment from Illinois 143 to Fosterburg Road are anticipated to be let summer 2003 for mainline and side street construction. Completion of the remaining 6.1 miles of mainline pavement from Fosterburg Road to US 67 in Godfrey and 2.5 miles of construction on cross streets are programmed during FY 2004-2008 at a cost of \$69 million. Of this total, \$6.8 million is programmed in FY 2004 for construction on a cross street, bridges, completion of land acquisition and miscellaneous work. TEA-21 provided \$5 million in High Priority Project funds for a portion of the land acquisition.

- **US 136/Illinois 336 - Quincy to Macomb Corridor.** A new four-lane highway from US 24 near Quincy to north of West Point Road is open to traffic. Construction contracts are under way to continue the four lanes northerly from north of West Point Road to 3 miles south of Carthage and for a 1.2-mile segment from Deere Road to County Highway 18 west of Macomb. The 60 miles of four-lane highway from Quincy to Macomb are fully funded. Construction on the remaining 26.3 miles from 3 miles south of Carthage to County Highway 18 west of Macomb is programmed during FY 2004-2008 at a cost of \$140.6 million. Of this total, engineering for contract plans, land acquisition, utility adjustments, and construction to provide five lanes from US 136 east of Township Road 266 to County Highway 18 are programmed in FY 2004 at a cost of \$13.3 million. The ISTEA in 1991 provided \$4.9 million in federal demonstration funds and TEA-21 provided \$3.9 million in High Priority Project funds for this project.
- **Illinois 5 (Blackhawk Road) from 24th Street to 38th Street in Rock Island.** Construction of additional lanes for 1 mile and utility work are programmed during FY 2005-2008 at a cost of \$5.1 million.
- **Illinois 29 from Rochester to Taylorville.** Development of a four-lane highway for 18.8 miles in this corridor is under way. A construction contract for a 5.1-mile segment from Rochester to south of Berry was recently awarded.

Engineering for contract plans from 0.8 miles south of Berry to 1.2 miles south of Edinburg is programmed in FY 2004 at a cost of \$1.5 million. Construction for this segment is not funded.

New four-lane construction, bridge replacement and associated work for 6.7 miles from south of Edinburg to south of Illinois 104 in Taylorville are programmed during FY 2004-2008 at a cost of \$25.2 million. Of this total, land acquisition is programmed in FY 2004 at a cost of \$200,000.

- **Illinois 40 from Cedar Hills Drive to Illinois 6 in Peoria.** Construction of additional lanes, intersection improvement and resurfacing for 2.6 miles are programmed during FY 2005-2008 at a cost of \$20.5 million.
- **East St. Louis, Illinois and St. Louis, Missouri: New Mississippi River Bridge (NMRB).** Engineering for location, design and environmental studies for a new bridge connecting East St. Louis and the central business district in St. Louis, Missouri is complete. This engineering was initiated in FY 1992 with Illinois as the lead agency and Missouri sharing in the costs.

Land acquisition and engineering for contract plans are under way; continuation of engineering is programmed in FY 2004 at a cost of \$12.8 million. Missouri and Illinois are sharing the engineering costs for contract plans. ISTEA included \$2.3 million in federal demonstration funds for this project. TEA-21 has provided \$1.1 million in High Priority Project funds for this project. The construction of this project is currently unfunded and will require special federal funding over and above regular program funds.

The location of the new Mississippi River bridge is being coordinated with the relocation of Illinois 3 from Venice to Sauget/Cahokia and the Interstates 55/64/70 Tri-Level reconstruction in East St. Louis.

Funding for Locally Implemented Projects

The \$1,585 million local program includes federal, state and local funds for highway improvements identified by local units of government. Included in this program is \$325 million in state funds over five years earmarked to address specific local needs. This includes \$109 million for a County Consolidated Program, \$20 million for High-Growth Cities, \$50 million for Needy Townships, \$75 million for the Township Bridge Program, \$35 million for upgrading local truck routes, \$20 million for state matching assistance and \$16 million to foster economic development.

Grouped Projects

Funds are set aside in the five-year program for specified projects and programs. They have been grouped into the following activity categories:

- **Illinois Noise Abatement Program.** \$7 million of state funds will be available for noise abatement on existing controlled access roadways in urban areas. Local agencies will be required to provide 50 percent of the project cost and pass a zoning ordinance for future residential noise abatement. A noise analysis will need to be conducted as an eligible activity for this program.
- **Railroad Crossing Safety Program.** \$80 million of state funds will be available to upgrade protection at rail crossings on state routes. These funds are in addition to federal funds for rail safety improvements and will include a limited number of grade separations.
- **Statewide Programs.** \$354 million for statewide program activities administered by the department. These activities include sign maintenance, pavement marking, contract maintenance, bridge beam replacements, miscellaneous traffic control items and various surveys including archaeological, historical, biological, agricultural, wetland, environmental, and hazardous materials.
- **Safety Programs.** \$122 million for safety construction activities, including hazard elimination and rail-highway crossings. Projects are identified on an annual basis to correct high-accident locations and protect rail grade crossings. These funds are set aside from the federal Surface Transportation Program and may be used on state and local roads. These projects are in addition to safety features incorporated in department projects.
- **Enhancement Program.** The Illinois Transportation Enhancement Program (ITEP) funded through the Transportation Equity Act for the 21st Century (TEA-21) consisted of two rounds of approved projects. The approved projects total approximately \$151 million and include 137 projects. Implementation of these projects is ongoing.
- **Congestion Mitigation/Air Quality (CMAQ) Program.** \$738 million is available exclusively for specific traffic congestion and mitigation, and air quality projects in the northeastern Illinois and Metro-East areas in accordance with federal legislation. Eligible projects will be developed to contribute to air quality standards and can include traffic flow improvements, public transportation projects and non-motorized transportation projects. A substantial amount of these funds will be used for public transportation projects. Local metropolitan planning organizations will select projects. There are \$25 million available in FY 2004 for local CMAQ highway projects.

Major Bridge Program

The department's Major Bridge Program (MBP) targets deficient highway bridge projects that exceed replacement or rehabilitation costs of \$5 million for state bridges and \$1 million for local bridges. The MBP provides federal Highway Bridge Replacement and Rehabilitation Program funds for up to 80 percent of eligible project costs; a 20 percent non-federal match is required. The FY 2004-2008 MBP earmarks \$93 million of federal bridge funds for 28 local projects and 5 state projects.

State Long-Range Transportation Plan

Transportation planning represents the first step in an ongoing program development process that leads to the implementation of projects. The plan sets out policies and goals that provide guidance toward the development of proposed improvement programs. The Illinois State Transportation Plan was issued in March 1995 with extensive public involvement activities.

For the Record

Each year the department prepares For the Record, a report of accomplishments that details the status of each project in the preceding annual highway improvement program. This report will be published in the fall of 2003, listing the accomplishments of the FY 2003 program.

Public Involvement

The federal Transportation Equity Act for the 21st Century (TEA-21) requires states to provide expanded opportunities for the public to participate in all aspects of transportation decisions. The Illinois Department of Transportation welcomes public comments regarding any state transportation issue and provides a public comment form with each five-year program. Comments are considered in determining future transportation plans and programs. The five-year program is distributed throughout the state and is available for review at district offices, through the Illinois Document Depository Libraries and in the Public Partners section of the department's internet website - www.dot.state.il.us.

Public comments on the FY 2004-2008 program and input for future programs should be submitted to the Illinois Department of Transportation and are welcome at any time. Individual comments can be forwarded to the appropriate district offices at the addresses listed on the map included in this Introduction or to the Central Office in Springfield at the following address:

Illinois Department of Transportation
Office of Public Affairs
2300 South Dirksen Parkway, Room 339
Springfield, Illinois 62764
Attn.: Public Involvement Coordinator

Individuals can also contact the department concerning planning, programming and public involvement issues at 1-800/493-3434. People who are hearing-impaired can use the Ameritech Illinois relay number 1-800/526-0844.

ILLINOIS DEPARTMENT OF TRANSPORTATION DISTRICT BOUNDARIES WITH OFFICE LOCATION

DISTRICT ENGINEERS

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DISTRICT 7

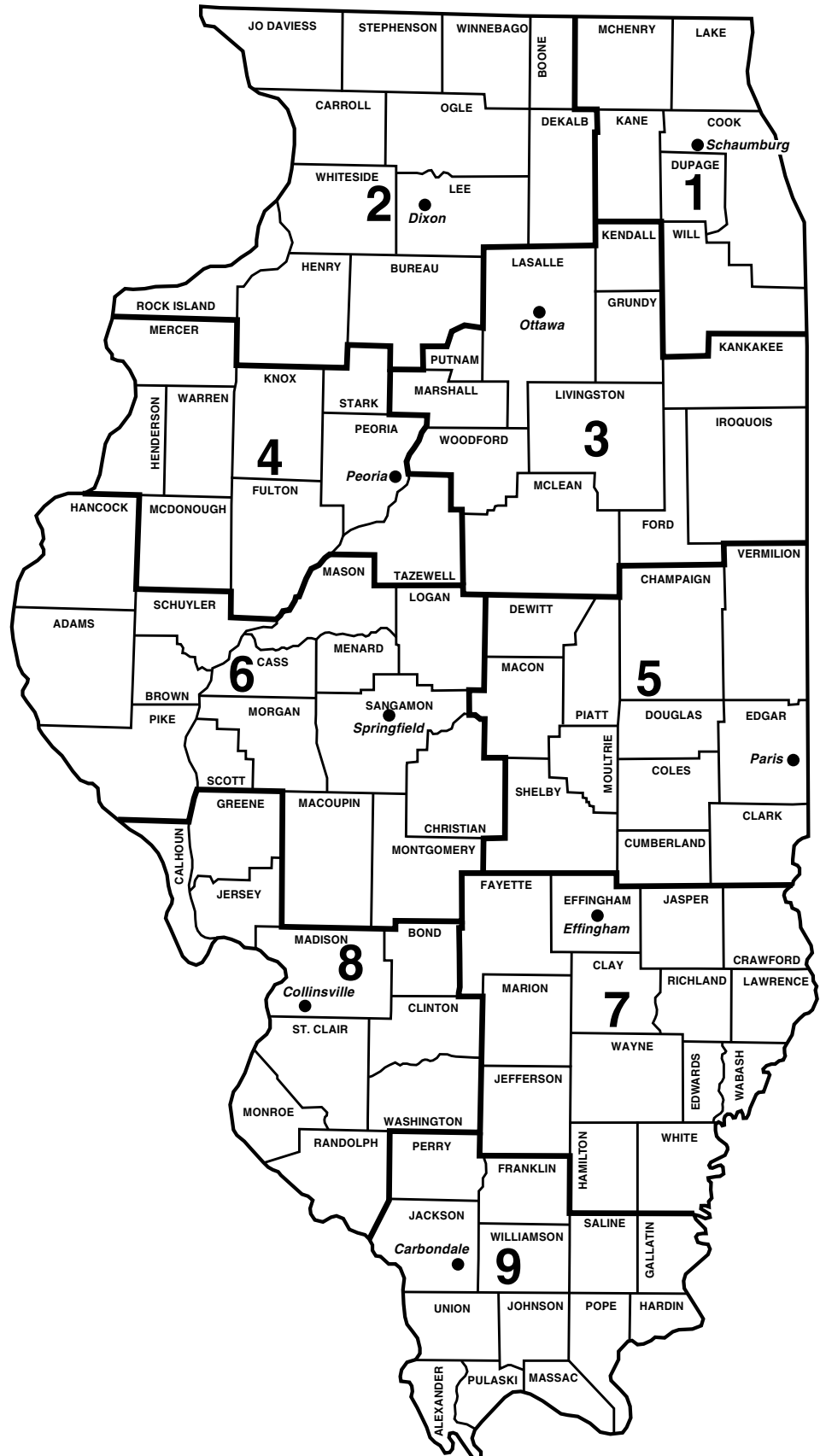
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DISTRICT 8

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DISTRICT 9

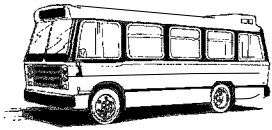
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Illinois Department of Transportation

Public Review and Comment Transportation Issues



Issue / Comment

Questions / Comments

Submitted By		Telephone	
Submitted By	City	State	Zip

Detailed Location Description	For Office Use Only

Return To:
Illinois Department of Transportation
Office of Planning and Programming
Room 307
2300 South Dirksen Parkway
Springfield, Illinois 62764

Date Received:	<div></div>
Reviewed By:	<div></div>

Mapping & Graphics

GUIDE TO LISTINGS

Projects on the state highway system identified for the FY 2004-2008 Proposed Highway Improvement Program are listed on the following pages. The lists are identified within the department's nine geographic highway districts. The map on page 11 shows individual highway district boundaries.

The following sequence is used within the district project listing:

1. Interstate marked routes in ascending numerical order
2. US marked routes in ascending numerical order
3. Illinois marked routes in ascending numerical order
4. Unmarked routes in alphabetical order by street name

The cost of each project is shown in estimated FY 2004 dollars. The actual cost of a project listed for FY 2004-2008 can vary depending on when it is implemented in the five-year period.

The listing of projects is arranged in four columns:

<u>Route Street Name</u>	<u>County</u>	<u>Location Improvement</u>	<u>Estimated Cost Dollars</u>
Identifies the marked route(s) and street name	Identifies county	Identifies limits, length and location of the project and type of improvement	Identifies the estimated FY 2004 cost

Projects scheduled for FY 2004 utilizing existing revenues are identified in the left margin of the project listing by an asterisk (*).

The department is required to list the number of years a project has appeared in the five-year program. The FY 1999-2003 was the initial five-year program in which all projects were considered in year one. This publication and future publications will relate to the FY 1999-2003 starting point. This number is shown below the Route/Street name.

GLOSSARY

ADA	Americans with Disabilities Act	INTCHG	Interchange
AVE	Avenue	ITEP	Illinois Transportation
BAC	Belleville Area College		Enhancement Program
BI-DIRECT	Bi-Directional	ISTEA	Intermodal Surface
BLDG	Building		Transportation Efficiency
BLVD	Boulevard		Act of 1991
BR,STR	Bridge/Structure	ISTHA	Illinois State Toll Highway
BUSN	Business Route		Authority
BYPS	Bypass	IT	Interstate Transfer
CAA	Clean Air Act	JB	Jefferson Barracks
CC	Community College	JCT	Junction
CD	Collector-Distributor	L	Line
CDOT	Chicago Department of Transportation	METRA	Rail Transit System
CH	County Highway	MI	Mile(s)
CMAQ	Congestion Mitigation Air Quality	MO	Missouri
CO	County	N	North
COMM	Commission/Community	NB	Northbound
CR	Creek	NCL	North Corporate Limit
CT	Court	N CORP LIMIT	
CTA	Chicago Transit Authority	NMRB	New Mississippi River Bridge
DEMO	Demonstration	NE	Northeast
DIST	District	NW	Northwest
DR	Drive	OR	Other Road
E	East	P.E.	Preliminary Engineering
E-W	East-West	PE (PHASE I)	Location Studies
EB	Eastbound	PE (PHASE II)	Plan Preparation
ECL	East Corporate Limit	PK	Park
E CORP LIMIT		PKWY	Parkway
EIS	Environmental Impact Statement	R, Riv	River
EXPY/EXP	Expressway	RD	Road
EXT	Extension	REHAB	Rehabilitation
FAP	Federal-aid Primary	ROW	Right of way
FAS	Federal-aid Secondary	RR	Railroad
FAU	Federal-aid Urban	S	South
FK	Fork	S & S	Sanitary and Ship
FR	Frontage Road	SAN	Sanitary
FT	Feet	SB	Southbound
FY	Fiscal Year(s)	SBI	State Bond Issue
HGTS	Heights	SCL	South Corporate Limit
HPP	High Priority Projects	S CORP LIMIT	
HS	High School	SE	Southeast
HWY	Highway	ST	Street
I	Interstate Route	STA	Station
ICC	Illinois Commerce Commission	SW	Southwest
IDNR	Illinois Department of Natural Resources	TEA-21	Transportation Equity Act for the 21 st Century
IDOT	Illinois Department of Transportation	TR	Township Road/Trail
IHPA	Illinois Historic Preservation Agency	TRAF	Traffic
ILL	Illinois Route	TRIB	Tributary
I&M	Illinois & Michigan	U	University
IMP	Improvement	US	US Route
INCL	Including	W	West
INT	Intersection	WB	Westbound
		WCL	West Corporate Limit
		W CORP LIMIT	

PROJECT LISTING INDEX

	<u>Page</u>
District 1	
Program Summary.....	1-i
State Project List.....	1-1 to 1-33
Local Project List.....	1-Local-1 to 1-Local-32
District 2	
Program Summary.....	2-i
State Project List.....	2-1 to 2-19
Local Project List.....	2-Local-1 to 2-Local-3
District 3	
Program Summary.....	3-i
State Project List.....	3-1 to 3-15
Local Project List.....	3-Local-1 to 3-Local-4
District 4	
Program Summary.....	4-i
State Project List.....	4-1 to 4-11
Local Project List.....	4-Local-1 to 4-Local-4
District 5	
Program Summary.....	5-i
State Project List.....	5-1 to 5-8
Local Project List.....	5-Local-1 to 5-Local-5
District 6	
Program Summary.....	6-i
State Project List.....	6-1 to 6-17
Local Project List.....	6-Local-1 to 6-Local-8
District 7	
Program Summary.....	7-i
State Project List.....	7-1 to 7-7
Local Project List.....	7-Local-1 to 7-Local-6
District 8	
Program Summary.....	8-i
State Project List.....	8-1 to 8-13
Local Project List.....	8-Local-1 to 8-Local-5
District 9	
Program Summary.....	9-i
State Project List.....	9-1 to 9-11
Local Project List.....	9-Local-1 to 9-Local-6